

## ^ARTICLE 27D

### **DOWNTOWN INTERIM PLANNING OVERLAY DISTRICT**

(^Article inserted on September 25, 1987 and extended on September 17, 1990, April 22, 1991, May 20, 1992, May 17, 1993, April 8, 1994, April 14, 1995, March 27, 1996, July 31, 1997, April 2, 1998, March 26, 1999, March 3, 2000, February 16 and December 27, 2001, March 6, 2003, and February 25, 2004.\*)

**SECTION 27D-1. Statement of Purpose.** The purposes of this article are to channel new development toward underutilized sites; to encourage new development in areas accessible to public transit; to provide a predictable, clear, and understandable process for the public review of new development; to foster an economy that promotes opportunity for Bostonians by creating new jobs and by expanding job training opportunities; to protect existing residential development and encourage new residential development that is affordable to all segments of the community; to protect the city's historic resources; to protect and enhance the architectural character of the downtown; to improve traffic access and circulation; to create active pedestrian and street life; to protect and improve air and water quality; to encourage mixed-use development; to provide for appropriate transitions in scale and character between established districts and new development; and to implement interim land use measures.

**SECTION 27D-2. Declaration of Need for Interim Zoning.** Interim zoning in the Downtown IPOD Study Area is necessary to provide the proper balance between competing land uses and economic and environmental factors. Characteristics of existing zoning that render it inappropriate include its failure to provide: height and floor area ratio standards that encourage the preservation of historic structures and maintain the character of the district; incentives for development in underutilized areas that are suitable for new development; a balance between new development and the need for light, air, and open space; the creation or rehabilitation of housing that is affordable to all segments of the community; the creation or expansion of employment opportunities for

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\* Article 27D extended until March 24, 1998 by Text Amendment No. 241 and Map Amendment No. 335. This extension affects the remaining area of the Downtown Interim Planning Overlay District. The remaining area excludes from the original area of the district the areas of the following subsequently adopted districts: Midtown Cultural District, North Station Economic Development Area, South Station Economic Development Area, Huntington Avenue/Prudential Center District, Chinatown District, Leather District, Government Center/Markets District, Bulfinch Triangle District, and Cambridge Street North District, as the areas of those districts are shown on Maps 1A, 1B, 1C, 1D, 1G, 1H, 1J, and 1K of the series of maps entitled "Zoning Districts City of Boston," as established under Chapter 665 of the Acts of 1956 as amended.

Text and map amendments adopting further extensions to Article 27D, if any, may be obtained from the Secretary to the Zoning Commission.

Bostonians; development that results in appropriate and necessary neighborhood benefits for Boston residents; a mix of uses that ensures efficient use of scarce urban land; the maintenance, expansion, and enhancement of open space uses; and the improvement of pedestrian and vehicular circulation and access.

^SECTION 27D-3. **Definitions.** For the purposes of this article only, the following words and phrases, when capitalized, shall have the meanings indicated.

1. "Applicant" shall mean any person or entity having a legal or equitable interest in a Proposed Project subject to the provisions of this article, as set forth in Section 27D-5, or the authorized agent of any such person or entity.
2. "Commercial Uses" shall mean Use Item Numbers 15, 39, 39A, 40, 41, and 42, as described in Table A, Section 8-7.
3. "Downtown IPOD" shall mean the regulations imposed by this article.
4. "Downtown IPOD Study Area" shall mean the area defined in Section 27D-4.
5. "Neighborhood Service Uses" shall mean Use Item Numbers 34, 35, 36, 37, 38, 39, 39A, 40, 41 (except office buildings), 43, 44, 46, and 47, as described in Table A, Section 8-7.
6. "Proposed Project" shall mean the erection or extension of any structure or part thereof, or the change of use of any structure or land, for which the Applicant is required to obtain a building or use permit.
7. "Research, Development, and Institutional Uses" shall mean Use Item Numbers 16, 16A, 18, 22, 22A, 23, 24, 25, 48, and 49, as described in Table A, Section 8-7.
- 7a. "Residential Development Area" shall mean a Proposed Project with not less than fifty (50) percent of its Gross Floor Area occupied by one or more Residential Uses. A Residential Development Area may be established pursuant to Section 3-1A.a, Planned Development Areas, if such Residential Development Area complies with all requirements set forth therein, provided that a Residential Development Area may be established in an area containing not less than one-half ( $\frac{1}{2}$ ) acre. Any application for the approval or amendment of such Residential Development Area shall be subject to the provisions of Section 80C.

8. "Residential Uses" shall mean Use Items Numbers 1, 2, 3, 4, 5, 6, 7, 7A, 7B, 8, and 10, as described in Table A of Section 8-7.
9. "Retail Uses" shall mean Use Item Numbers 17, 34, 35, 36A, 37, 37A, 38, 43, 44, and 46, as described in Table A, Section 8-7.
10. "Underlying Zoning" shall mean all zoning regulations, with the exception of this article, which are contained in this code.
11. "Zoning Relief" shall mean any zoning variance, exception, conditional use permit, or zoning map or text change, or any other relief granted by the Zoning Commission or the Board of Appeal.

(^As amended on January 15, 2003).

**SECTION 27D-4. Physical Boundaries; Establishment of Subdistrict Goals and Objectives.** The provisions of this article shall be applicable only in the Downtown IPOD Study Area, which shall be comprised of the seventeen (17) subdistricts and the balance of the area depicted in Appendix A and described in Appendix B.

1. Priority Preservation Subdistricts. Subdistricts A, B, C, D, E, F, and G, depicted in Appendix A and described in Appendix B, shall be Priority Preservation Subdistricts. Within these subdistricts, the present uses, architectural scale, and historic character of the area shall be preserved. New development shall emphasize the conservation, rehabilitation, and restoration of existing structures.
2. Restricted Growth Subdistricts. Subdistricts H and I, depicted in Appendix A and described in Appendix B, shall be Restricted Growth Subdistricts. Within these subdistricts, the historic identify and architectural character of each area is well-established, and little potential exists for major new construction. Since many buildings in these subdistricts are in transition from manufacturing or warehousing to retail, office, and residential uses, future development shall largely be characterized by rehabilitation, conversion, and reuse of existing space.
3. Medium Growth Subdistricts. Subdistricts J, K, L, and M, depicted in Appendix A and described in Appendix B, shall be Medium Growth Subdistricts. These subdistricts are fully developed to an appropriate scale, but contain specific sites with access to transportation and other services which can accommodate new development without a significantly adverse impact on light, wind, established scale, and existing character.

4. Economic Development Area Subdistricts. Subdistricts N and O, depicted in Appendix A and described in Appendix B, shall be Economic Development Area Subdistricts. These subdistricts are characterized by the presence of underutilized and developable land. New development may occur in these areas without threatening historically or architecturally important buildings, districts, open space, or infrastructure capacity. (Also see Section 27D-11.)
5. Open Space Subdistricts. Subdistricts P and Q, depicted in Appendix A and described in Appendix B, shall be Open Space Subdistricts. These subdistricts constitute open space in public ownership dedicated to recreational use or to the conservation of natural resources.

SECTION 27D-5. **Applicability.** Any Proposed Project within the Downtown IPOD Study Area to (a) erect a building or structure having a gross floor area of not less than fifty thousand (50,000) square feet; (b) enlarge or extend a building or structure so as to increase its gross floor area by not less than fifty thousand (50,000) square feet; (c) establish or change the use of a gross floor area of not less than fifty thousand (50,000) square feet; or (d) exceed the "As-of-Right Height/FAR" standards listed in Table A of Section 27D-7 for the subdistrict in which the Proposed Project is located, shall be subject to the provisions of this article. The following Proposed Projects, however, shall be exempt from the provisions of this article:

1. Any Proposed Project for which application to the Inspectional Services Department for a building or use permit has been made prior to the first notice of hearing before the Zoning Commission for adoption of this article and for which no Zoning Relief is required.
2. Any Proposed Project for which appeal to the Board of Appeal for any Zoning Relief has been made prior to the first notice of hearing before the Zoning Commission for adoption of this article, provided that such Zoning Relief has been or is hereafter granted by the Board of Appeal pursuant to such appeal.
3. Any Proposed Project or site for which application for approval of a development impact project plan, planned development area development plan, or planned development area master plan has been submitted to the Boston Redevelopment Authority prior to the first notice of hearing before the Zoning Commission for adoption of this article, provided that such development impact project plan, planned development area development plan, or planned development area master plan has been or is hereafter approved by the Boston Redevelopment Authority pursuant to such application, whether or not such application or such development impact project

plan, planned development area development plan, or planned development area master plan is thereafter modified or amended.

**SECTION 27D-6. Zoning Regulations in Effect; Conflict Provisions.**

The Downtown IPOD and Underlying Zoning shall together constitute the zoning regulations for the Downtown IPOD Study Area. Where conflicts between the Downtown IPOD and the Underlying Zoning exist, the provisions of paragraphs one and two of this section shall govern. Upon expiration of this article, the Underlying Zoning shall be the sole set of zoning regulations for the Downtown IPOD Study Area.

1. In subdistricts A, B, C, D, E, F, G, H, K, L, M, P, and Q, the provisions of the Downtown IPOD shall supersede Underlying Zoning except with respect to building height and floor area ratio (FAR) standards, in which case the more restrictive provisions shall govern.
2. In subdistricts I, J, N, and O, the provisions of the Downtown IPOD shall supersede Underlying Zoning.

In all subdistricts, any duly enacted amendment to Underlying Zoning as to which notice of a public hearing before the Zoning Commission is published after the effective date of this article shall govern, notwithstanding any other provision of this article; any such amendment may occur prior to the expiration of this article and may relate to any subdistrict or to any Special Study Area for which a planning and rezoning study has been completed by the Boston Redevelopment Authority pursuant to Section 27D-18.

**SECTION 27D-7. Building Height and FAR Standards.** Any Proposed Project within Downtown IPOD Study Area subdistricts A, B, C, D, E, F, G, H, I, J, K, L, M, N, and O shall be governed by the building height and FAR standards established in Table A of this section.

1. Downtown IPOD As-of-Right Building Height and FAR. Any Proposed Project which has complied with the provisions of Underlying Zoning and this article shall be permitted to obtain building heights and FARs which correspond to the "Downtown IPOD As-of-Right" column in Table A of this section.
2. Enhanced Building Height and FAR. An Applicant may request the Board of Appeal to grant any Proposed Project in subdistricts H, I, J, K, L, M, N, and O the enhanced building heights and FARs which correspond with the "Enhanced" column in Table A, subject to the provisions of Section 27D-6. The Board of Appeal shall grant such enhanced building heights and FARs with respect to any Proposed Project in subdistricts H and I only if it finds that: (a) the height and massing of the Proposed Project is consistent with that of structures

in the surrounding subdistrict; (b) the Proposed Project is architecturally compatible with the surrounding subdistrict, in accordance with the Urban Design Component of Large Project Review; (c) the Proposed Project is not a rooftop addition, visible from a public way, to an Historic Building, as defined in Section 32-2(2); and (d) the public benefits of the Proposed Project outweigh any burdens imposed. The Board of Appeal shall grant such enhanced building heights and FARs with respect to any Proposed Project in subdistricts J, K, L, and M only if it finds that: (a) the height and massing of the Proposed Project is consistent with that of structures in the surrounding subdistrict; (b) the Proposed Project is architecturally compatible with the surrounding subdistrict, in accordance with the Urban Design Component of Large Project Review; and (c) the public benefits of the Proposed Project outweigh any burdens imposed. The Board of Appeal may grant such enhanced building heights and FARs with respect to any Proposed Project in subdistricts N and O only if it finds that: (a) the Proposed Project is consistent with the applicable planning objectives set forth in Sections 27D-4 and 27D-11, and complies with the Urban Design Component of Large Project Review; (b) the Applicant provides appropriate space within the Proposed Project which is adequate to satisfy the projected demand of the Proposed Project's employees for a family care center or a child care center, such center to enroll people for care, instruction, or recreation during normal business hours; and (c) the public benefits of the Proposed Project outweigh any burdens imposed. The procedure for the granting of enhanced building height shall be in accordance with the provisions of Section 27-3, governing the grant of an interim planning permit; provided, if the Boston Redevelopment Authority has made a recommendation to the Board of Appeal on the grant of such enhanced building heights and FARs, the Board of Appeal shall follow such recommendation unless specific, written reasons for not doing so are incorporated in the Board of Appeal's decision.

3. Planned Development Areas. Any Proposed Project located in a Planned Development Area established pursuant to Section 3-1A and Section 27D-8 may be permitted to obtain the building heights specified in Section 27D-8, in accordance with the procedure for the granting of exceptions specified in Section 27D-8(5).

TABLE A

**Downtown Interim Planning Overlay District  
Height and Floor Area Ratio Standards**

| <u>Area</u>                            | <u>Downtown IPOD<br/>As-of-Right<br/>Height/FAR</u> | <u>Enhanced<br/>Height/FAR</u> |
|--|---|--------------------------------|
| Priority Preservation Subdistricts     |   |                                |
| Subdistrict A                          | 40'/2   | N/A                            |
| Subdistrict B                          | 65'/3   | N/A                            |
| Subdistricts C, D, E, and G            | 65'/4   | N/A                            |
| Subdistrict F                          | 65'/2   | N/A                            |
| Restricted Growth Subdistricts         |   |                                |
| Subdistricts H and I                   | 80'/6   | 100'/7                         |
| Medium Growth Subdistricts             |   |                                |
| Subdistricts J, K, L, and M            | 125'/8  | 155'/10                        |
| Economic Development Area Subdistricts |   |                                |
| Subdistrict N                          | 250'/12   | 400'/14                        |
| Subdistrict O                          | 300'/13   | 400'/15                        |

NOTE: Where Underlying Zoning contains more restrictive height limits and FARs than Table A, Underlying Zoning shall govern, except in subdistricts I, J, N, and O (See Section 27D-6). Height and FARs in subdistricts P and Q shall be governed by Underlying Zoning.

(^As amended on May 9, 1996.)

^SECTION 27D-8. **Planned Development Areas.** Any application for a map change to establish a Planned Development Area (PDA) within the Downtown IPOD Study Area shall be subject to the provisions of this section in addition to those imposed in Article 3-1A; and no PDA shall be established within the Downtown IPOD Study Area except in conformity with the provisions of this section.

1. Location of Planned Development Areas. Within the Downtown IPOD Study Area, a Planned Development Area may be established only in any subdistrict or subdistricts, or part thereof, which is located entirely within that portion of the Financial District whose boundaries are depicted in Appendix C and described in Appendix D to this article, or within those areas within the Downtown IPOD District bounded by (i)

the centerline of Clarendon Street; a line extending northeasterly from the centerline to the easterly sideline of Clarendon Street; land now or formerly of John Hancock Life Insurance company and extending to the centerline of Cahner's Way, in two courses measuring a total of 236.1 feet more or less; and the centerlines of Cahner's Way and Columbus Avenue ("Air Rights PDA Area A"); (ii) the centerlines of Columbus Avenue and Berkeley Street and the southerly boundary of the Downtown IPOD District ("Air Rights PDA Area B"); (iii) the centerlines of Berkeley Street and Cortes Street, the Bay Village Neighborhood District boundary line, the centerline of Arlington Street, and the southerly boundary of the Downtown IPOD District ("Air Rights PDA Area C"); and (iv) the centerlines of Arlington Street and Marginal Road, the southerly boundary of the Downtown IPOD District, and the centerline of Tremont Street ("Air Rights PDA Area D")(collectively, the "Air Rights PDA Areas").

2. Standards for Development Plan Approval. The Boston Redevelopment Authority shall approve a development plan for a Planned Development Area map change only if the Boston Redevelopment Authority finds that such development plan (a) proposes a use which is necessary to retain jobs in the city or to contribute otherwise to the economic health of the city; and (b) contains provisions satisfactory to the Boston Redevelopment Authority that at least thirty-three percent (33%) of the total gross floor area of the Proposed Project will be leased or used by entities identified in the development plan.
3. Boston Civic Design Commission Review. Any Proposed Project within a Planned Development Area subject to the provisions of this section shall be subject to review by the Boston Civic Design Commission, in accordance with the provisions of Article 28.
4. Height Allowance. Any Proposed Project within a Planned Development Area subject to the provisions of this section may be permitted to exceed the building height standards established for the applicable subdistrict in Table A, Section 27D-7, to a maximum building height of four hundred feet (400'), in accordance with the provisions of Section 27D-8(5).
5. Authorization for Exceptions. Any Proposed Project within a Planned Development Area subject to the provisions of this section shall be subject to all provisions applicable to the subdistrict in which the Planned Development Area is located, unless an exception to such provisions has been granted pursuant to Article 6A; provided, no such exception shall permit a building height for a Proposed Project within



a Planned Development Area subject to the provisions of this section to exceed four hundred feet (400').

6. Residential Development Areas. Notwithstanding the above provisions, for the purpose of encouraging residential development in the Financial District, Residential Development Areas are permitted within the Financial District Special Study Area, as depicted in Appendix G and described in Appendix H, within any portion of the Financial District Special Study Area that remains subject to the Downtown IPOD, but excluding any area subject to the jurisdiction of M.G.L. c. 91, as specified in 310 CMR 9.04.
  - a. Dimensional Regulations. Any Proposed Project within a Residential Development Area subject to the provisions of this section shall be subject to the following dimensional regulations, to the extent that such regulations conflict with any dimensional regulations otherwise applicable.:
    - (1) Proposed Projects within Residential Development Areas may be permitted to exceed the Building Height standards established for the applicable subdistrict in Table A, Section 27D-7, to a maximum Building Height of three hundred fifty feet (350'), except as provided in Section 27D-8.6a pertaining to affordable housing, provided that the following Buildings shall not exceed a Building Height of one hundred fifty-five feet (155'):
      - (a) Buildings designated by the Landmarks Commission as Category I, II, or III buildings, or
      - (b) Buildings erected upon sites containing, at the effective date of this amendment, Buildings then or subsequently so designated,
      - (c) Provided that any such designation occurred prior to an application to the Inspectional Services Department for a building permit for a Proposed Project established as a Residential Development Area.
    - (2) To ensure that Buildings erected within Residential Development Areas have slender proportions, the Gross Floor Area of any story above 155' shall not exceed ten thousand (10,000) square feet.

(b) Additional Regulations. Any Residential Development Area shall also be subject to the following provisions:

- (1) Affordable Housing. At least ten percent (10%) of the proposed Dwelling Units within a Residential Development Area shall be affordable in accordance with the City's policy on Affordable Housing. A Proposed Project within a Residential Development Area in which at least twenty percent (20%) of the proposed Dwelling Units qualify as affordable may exceed the Building Height standards established for the applicable subdistrict in Table A, Section 27D-7, to a maximum Building Height of four hundred feet (400'), provided that such Proposed Project is subject to or elects to comply with Large Project Review and has received a Certification of Compliance pursuant to Section 80B-6.
- (2) Parking. Parking ratios for Proposed Projects within Residential Development Areas shall not exceed 0.75 spaces per Dwelling Unit, and 0.4 spaces per one thousand (1,000) square feet of Gross Floor Area devoted to other uses. Proposed Projects shall provide car sharing, car pool/van pool and bicycle parking spaces as determined by the Boston Transportation Department and outlined in any applicable Transportation Access Plan Agreement.
- (3) Rooftop Additions. Within a Residential Development Area, no roofed Structure used or designed to be used for human occupancy, access, or storage shall be erected or enlarged on the roof of a Building existing as of the effective date of this amendment, unless, after public notice and hearing, and subject to Sections 6-2, 6-3, and 6-4, the Board of Appeal grants permission therefor. In reaching its decision, said Board shall consider whether such roof structure is architecturally consistent with the character of the Building and the surrounding area.

(4) Landmark Commission Review. Any Proposed Project within a Residential Development Area that includes a Category I, II, or III Building, if not otherwise subject to review by the Boston Landmarks Commission, shall be subject to such review as provided in this subsection. Within five (5) days of its receipt of the application, the Boston Redevelopment Authority shall transmit a copy of the application to the Boston Landmarks Commission for its review. The Boston Landmarks Commission may, within thirty (30) days after its receipt of the application, file with the Boston Redevelopment Authority a report with recommendations, together with maps, plans, and other materials to aid the Boston Redevelopment Authority in determining consistency with the design guidelines set forth below. The Boston Redevelopment Authority shall not transmit its findings to the Inspectional Services Department until the Boston Redevelopment Authority has received and considered the Boston Landmarks Commission report with recommendations; provided that, if the Boston Redevelopment Authority has not received such report within thirty (30) days, it may transmit the Director's certification to the Inspectional Services Department without such report.

(c) Development Guidelines. In addition to the applicable provisions and development guidelines in Section 27D-18.3 (Special Study Areas/Financial District) and Article 80, the following development guidelines are applicable to Residential Development Areas:

(1) Building design and massing should seek to enhance and enliven the pedestrian environment with transparent, animated street frontage and the use of materials and setbacks that reinforce the qualities of texture and light exhibited by the surrounding Buildings and spaces. Ground floor uses should serve the public and reinforce or complement the programs in the surrounding context of the district.

- (2) Category I, II, and III Buildings should be preserved and adaptively reused as significant contributors to the complex urban fabric that makes Boston a unique city, without fundamentally altering the inherent characteristics (e.g., scale, proportion, and richness of detail) that have earned them this status.
- (3) Significant view corridors and open space, as determined by the Boston Redevelopment Authority, should be preserved.
- (4) No exterior surface of any Building located above a height of one hundred fifty-five (155) feet, if such Building is erected or extended within a Residential Development Area after the effective date of this amendment, should be closer than eighty (80) feet to any exterior surface of any other Building.

7. PDA's within Air Rights PDA Areas. Notwithstanding any contrary provision of this Article or Code, PDA's located within the Air Rights PDA Areas may be established subject to the following specific provisions, in addition to those imposed by Section 3-1A:

- (a) Use Regulations. Any Proposed Project within such a PDA shall comply with the use regulations applicable to the underlying zoning subdistrict for the location of the Proposed Project, except as those regulations are expressly modified by an approved Development Plan.
- (b) Dimensional Regulations. The dimensional regulations for a Proposed Project within such a PDA shall be as set forth in the applicable approved Development Plan, provided that the Building Height (not including whatever additional height devoted solely to unoccupied mechanical penthouses is approved by the Development Plan) and Floor Area Ratio for such Proposed Project shall not exceed the following limitations:

| <u>Air Rights PDA Area</u> | <u>Max.<br/>Height</u> | <u>Max. FAR</u> |
|----------------------------|------------------------|-----------------|
| A                          | 398'                   | 20              |
| B                          | 130'                   | 4               |
| C                          | 85'                    | 4               |
| D                          | 0'                     | 0               |

- (c) Contiguity. A PDA may be established within one or more contiguous Air Right PDA Areas.

(^As amended on January 15, 2003 and November 21, 2003).

**SECTION 27D-9. Housing Priority Area.** The provisions of this section shall be applicable only in the Housing Priority Area, which shall be divided into the three (3) subdistricts depicted in Appendix E and described in Appendix F; provided, the provisions of this section shall not apply to Proposed Projects consisting solely of Neighborhood Service Uses, as defined in Section 27D-3.

1. Leather District Housing Priority Area. Subdistrict 1, depicted in Appendix E and described in Appendix F, shall be the Leather District Housing Priority Area. Within this area, a minimum of twenty-five percent (25%) of the gross floor area of any Proposed Project of more than 10,000 square feet for exterior construction or exterior alteration or change of use, notwithstanding the minimum square foot specified in Section 27D-5, shall consist of Residential Uses, as defined in Section 27D-3.
2. Chinatown Business District Housing Priority Area. Subdistrict 2, depicted in Appendix E and described in Appendix F, shall be the Chinatown Business District Housing Priority Area. Within this area, a minimum of fifty percent (50%) of the gross floor area of any Proposed Project for exterior construction or exterior alteration or change of use, notwithstanding the minimum square footage specified in Section 27D-5, shall consist of Residential Uses, as defined in Section 27D-3.
3. Chinatown-Bay Village Housing Priority Area. Subdistrict 3, depicted in Appendix E and described in Appendix F, shall be the Chinatown-Bay Village Housing Priority Area. Within this area, a minimum of seventy-five percent (75%) of the gross floor area of any Proposed Project for exterior construction or exterior alteration or change of use, notwithstanding the minimum square footage specified in Section 27D-5, shall consist of Residential Uses, as defined in Section 27D-3; provided, a minimum of fifty percent (50%) of the gross floor area of any Proposed Project which includes exterior construction or exterior alteration or change of use over the Massachusetts Turnpike or the Amtrak/Massachusetts Bay Transportation Authority commuter rail right-of-way, notwithstanding the minimum square footage specified in Section 27D-5, shall consist of Residential Uses, as defined in Section 27D-3.

4. Off-Site Alternative. An Applicant for any Proposed Project subject to the provisions of this section within a Housing Priority Area, notwithstanding the minimum square footage specified in Section 27D-5, may fulfill its obligations under this section by constructing or rehabilitating a building or structure within: (a) the same Housing Priority Area as the Proposed Project; or (b) any Housing Priority Area within the Downtown IPOD Study Area, if the Board of Appeal finds that constructing or rehabilitating a building or structure within the same Housing Priority Area is not economically feasible. The cumulative gross floor area devoted to Residential Uses in such off-site building or structure and the Proposed Project shall be at least equal to the minimum gross floor area which is required to be devoted to Residential Uses of Proposed Projects located within the same Housing Priority Area.

**SECTION 27D-10. Residential Uses Allowed in Industrial Zones.**

Residential uses which are allowed or permitted conditionally by the Underlying Zoning in districts labeled "R" (Residential: General) or "H" (Residential: Apartment), as provided in Table A, Section 8-7, shall be allowed uses in Underlying Zoning districts "M" (Industrial: Restricted) and "I" (Industrial: General), regardless of the gross floor area of a Proposed Project, notwithstanding the minimum gross floor area specified in Section 27D-5.

**SECTION 27D-11. Economic Development Area Subdistricts;**

**Purposes.** The purposes of Economic Development Area Subdistricts are: to achieve orderly redevelopment; to channel mixed-use development toward underutilized sites; to provide development opportunities at lower land costs; to utilize existing transit centers; to improve traffic access and circulation; to expand the financial district; and to create an active pedestrian and street life.

1. Subdistrict N: North Station. The planning objectives in the North Station Economic Development Area Subdistrict shall be to create a functionally and architecturally unified subdistrict which is compatible with the historic character of the North End and Bulfinch Triangle; to create a gateway to the city by rail and highway from the north; to create a mixed-use subdistrict which includes office and retail space and mixed-income housing; to create new recreational space along the Charles River edge; and to create vistas and access to the Charles River.
2. Subdistrict O: South Station/Bedford-Essex. The planning objectives for the South Station/Bedford-Essex Economic Development Area Subdistrict shall be to channel growth away from congested areas; to encourage a mix of office, retail, hotel, and residential uses; to create a transition of uses and character between the downtown and the Chinatown and Leather districts; to improve vehicular access to the

city by establishing parking facilities near major commuter arteries; and to restore the pedestrian environment.

**SECTION 27D-12. Economic Development Area Subdistricts; Allowed Uses.** Commercial Uses, Retail Uses, Residential Uses, and Research, Development, and Institutional Uses, as these terms are defined in Section 27D-2, shall be allowed uses in Economic Development Area Subdistricts, regardless of the gross floor area of a Proposed Project, notwithstanding the minimum gross floor area specified in Section 27D-5. Section 3-1A (Restricted and Limited Parking Districts) of the Underlying Zoning shall not be applicable in Economic Development Area Subdistricts.

**SECTION 27D-13. Economic Development Area Subdistricts; Authorization for Exceptions.** Any Proposed Project within an Economic Development Area Subdistrict subject to the provisions of this article shall be subject to all provisions of this code applicable to the subdistricts in which the Proposed Project is located unless an exception to such provisions has been granted pursuant to Article 6A; provided, the Board of Appeal shall not grant any exception to the provisions of Section 27D-7 governing building heights and FARs.

**SECTION 27D-14. Standards for Issuance of Interim Planning Permit.** The Board of Appeal shall not grant an interim planning permit as defined in Section 27-3 unless it finds that (a) the Proposed Project's benefits outweigh any burdens imposed; and (b) the Proposed Project is in substantial accord with the applicable provisions of this article. If the Boston Redevelopment Authority has made a recommendation to the Board of Appeal on the issuance of an interim planning permit, the Board of Appeal shall follow such recommendation unless specific, written reasons for not doing so are incorporated in the Board of Appeal's decision.

**SECTION 27D-15. Enforcement.** The Commissioner of Inspectional Services shall not issue any building permit or use permit for a Proposed Project subject to the provisions of Section 27D-5 unless the Board of Appeal has approved an interim planning permit for the Proposed Project in accordance with Section 27-3.

**SECTION 27D-16. Sunset Provisions; Subsequent Amendments.** This article shall be in effect for twenty-four (24) months. While in effect, this article or portions of this article may be repealed or superseded by subsequent amendments to this article, or by amendments to the Underlying Zoning as to which notice of a public hearing before the Zoning Commission is published after the effective date of this article.

**SECTION 27D-17. Timetable for Rezoning.** Submission of proposed zoning changes by the Boston Redevelopment Authority to the Zoning

Commission shall be completed within twenty (20) months of the enactment of the Downtown IPOD, and the Zoning Commission hearing on any petition to adopt proposed zoning changes shall be completed within twenty-four (24) months of the enactment of the Downtown IPOD; provided, failure of the Boston Redevelopment Authority to submit proposed zoning to the Zoning Commission within twenty (20) months, or failure of the Zoning Commission to conduct a hearing on such zoning within twenty-four (24) months, shall not invalidate any provision of the Downtown IPOD or Underlying Zoning.

**SECTION 27D-18. Special Study Areas.** Within the Downtown IPOD Study Area, eleven (11) Special Study Areas shall be established. Planning and rezoning for each Special Study Area shall proceed on a community-based, district-by-district basis, in consort with the Boston Civic Design Commission. This process shall produce a set of comprehensive planning policies, development controls, and design guidelines specifically tailored to the unique character of each Special Study Area. The Special Study Areas are depicted in Appendix G and described in Appendix H and are hereby established as follows:

1. Huntington Avenue/Prudential Center. The section of Huntington Avenue between Copley Square and Symphony Hall forms the transitional boundary between the historic St. Botolph Street and South End areas and the large scale Prudential Center. Built in the 1960s over underutilized rail yards and the Massachusetts Turnpike, the Prudential Center needs to be better integrated with adjacent districts. Planning and rezoning in this area shall promote development which emphasizes the sense of human scale through familiar block and building sizes and shapes, modulated and detailed facades and storefronts, and articulated entryways. Planning and rezoning shall also promote a mixed-use economy, including office, retail, commercial, and residential uses to increase pedestrian activity along the street.
2. Midtown/Cultural District. The Midtown/Cultural District includes those blocks that wrap around the southern edge of the Common and the Public Garden, the traditional theater district, and the Washington Street retail area. Planning and rezoning initiatives shall provide for preservation of historic buildings, continued theater use in existing performance facilities, reuse of vacant theaters, and the establishment of smaller, more flexible performing arts spaces and visual arts exhibition spaces which enhance the area's unique character. Focused around Washington, Tremont, and Boylston Streets, pedestrian ways shall be created from existing minor streets, lanes, and alleys, and new through-block connections. The cornice lines shall be inconsistent with the traditional range of building heights in the surrounding area. Planning and rezoning initiatives shall promote a mix of uses which add cultural and street level activities,



including but not limited to additional office, commercial, residential and retail uses. Public open space and streetscape improvements shall encourage the showcasing of cultural activities. Storefronts along pedestrian ways shall be visually permeable. Facades, storefronts, and entryways shall be modulated, articulated, and scaled for use by pedestrians.

3. Financial District. As the center of trade, State Street and its gradual expansion into the Financial District has housed Boston's major office and exchange building. After the great fire of 1872, a major section of the area was rebuilt with Victorian "Commercial Palaces." In the 1960s the development of giant office towers formed the core of Boston's service-based economy. Planning and rezoning initiatives shall require that buildings substantially over 155 feet tall be located only on carefully targeted sites consistent with planning for access, density, distribution, and district design. The building footprint or facade line shall parallel the property line or street line wherever possible. Any building element which significantly exceeds the adjacent cornice lines shall be consistent with the rhythm and proportion of the base element facade and shall be set back from the building base so as to reduce its visibility from the street, and reduce the negative environmental effect from wind and shadow effects. The building shall respect the historic context and be sympathetic to the historic scale of the Special Study Area. Commercial, retail, and residential uses which increase street-level activity, in addition to office uses, shall be promoted.
4. Government Center/Markets. In 1961, the sixty-acre Scollay Square area was targeted for urban renewal and cleared. The new pattern of free-standing government buildings and plazas typifies the grand master plan of the era. The Blackstone Block, with its colonial-era lanes, once overlooked the Town Cove upon which Quincy Market was built in the 1820s. Planning and rezoning efforts shall focus on the preservation and protection of all properties and groups of buildings which are Historic Buildings or within Historic Districts, as provided in Article 32, and the promotion of a mix of office, commercial, retail, and residential uses.
5. North Station. North Station was built with the Boston Garden in the late 1920s. Urban renewal of the adjacent West End and Government Center areas in the 1960s had little impact on the North Station area. Major redevelopment projects are currently proposed for this major transportation node, including an improved arena and development of the vast area of former railyards extending to the Charles River. To take advantage of this proximity to the river and the Esplanade, the design of public open and interior spaces and

pedestrian ways shall be an integral part of project design. Such public open spaces may include ground floor retail uses and public indoor and outdoor spaces in porticoes, lobbies, atriums, sitting areas, courtyards, rooftop observatories, or through-block connections. Building scale and massing shall reinforce the existing scale and character of the adjacent North End and Bulfinch Triangle neighborhoods. Planning and rezoning shall proceed in accordance with the Economic Development Area Subdistrict goals and objectives provided for in Section 27D-11(1).

6. Cambridge Street. Cambridge Street forms the commercial seam between historic Beacon Hill and the West End Urban Renewal area. A subway station at each end joins Government Center with the Esplanade. The street has considerable development potential but little identity, due to a number of underutilized sites and pronounced inconsistencies along its street walls. Planning and rezoning initiatives shall provide for land uses for Cambridge Street to become an appropriate transitional street between Beacon Hill and the West End, including mixed-use development. New street walls shall have a consistent setback from the street curblin and, where possible, the street wall line shall be recreated to the scale of the facades on the Beacon Hill side of Cambridge Street, and in designated open spaces through the use of landscape treatment, thus defining a pedestrian-scaled streetscape.
7. Chinatown. Chinatown is one of several small residential districts that make up the southern side of the downtown core. To protect Chinatown from the impact of speculation and displacement, planning and rezoning initiatives shall promote the expansion of its present boundaries, in order to accommodate the critical need for additional residential, commercial, and industrial space. Building massing shall reinforce the existing scale and character of the surrounding buildings with respect to height, width, shape, setback, and horizontal and vertical features.
8. Bulfinch Triangle. The Bulfinch Triangle was the regional center of the furniture trade housed in the Victorian brick factories and warehouses, which remain as a cohesive district. The district's distinctive triangular street pattern is reinforced by many similarly massed buildings that emphasize corner features, especially along Merrimac Street. In recent years, a number of these handsome masonry structures have been renovated into office space. Planning and rezoning for the area shall promote a mix of land uses, including office, commercial, retail, and residential uses, and development which reinforces the traditional pattern of blocks and street walls. The majority of a new building's exterior wall shall be set along the

sidewalk consistent with the adjacent buildings in order to retain the street's continuity.

9. The Leather District. The Leather District is an eight-block area in the downtown separated from Chinatown by the Central Artery. The buildings are generally four to six stories high, and were built of brick and heavy timber construction in the late 19th Century. Artists have recently renovated the area's numerous loft spaces, but the proximity of the area to the heart of the Financial District has piqued the interest of office developers, and demolition and conversion of buildings has occurred. The planning and rezoning goals for this area shall be preservation of its historic character and promotion of its mixed-use nature. Building materials and colors used in facades shall be compatible with the materials used in neighboring structures. Traditional materials such as brick, granite, marble, and limestone shall be used for the facade.
10. South Station. The crescent-shaped area around South Station includes a number of major development sites and a major transportation terminal project presently under construction. Excellent transportation access provides the area with the potential for more intensive commercial and parking development than would be appropriate elsewhere in the downtown. Building design shall minimize adverse effects upon the adjacent Chinatown and Leather District Special Study Areas. Building tops shall be shaped with attention to their view against the sky, with all mechanical and rooftop equipment integrated into the overall form. Building massing shall reinforce the existing scale and character of the adjacent Leather District Special Study Area. Planning and rezoning shall proceed in accordance with the Economic Development Area Subdistrict goals and objectives provided for in Section 27D-11(2).
11. Central Artery. The Central Artery, with its closely spaced on and off ramps, was built in the early 1950s to provide local access to and from the Financial District. Over the past 30 years, the Artery has become part of an expanded regional highway system, and is now the most significant bottleneck in the entire network. In order to increase vehicle-carrying capacity, eliminate congestion, and improve safety, construction is expected to begin in 1989 to widen and depress the Artery. This construction includes the building of a Third Harbor Tunnel to Logan Airport and a Seaport Access Road to the northern industrial area of South Boston. The depression of the Artery from Congress to Causeway Street represents an extraordinary opportunity to eliminate a major physical barrier through the downtown and to weave the city together once again. Planning and rezoning initiatives shall provide for replacement parking in the

segments passing through the Financial District and Bulfinch Triangle Special Study Areas, affordable low-rise housing adjacent to the North End, the preservation of significant views from the downtown to the waterfront, and new parks and open space along the eastern edge of the Government Center-Market area. The design and development guidelines formulated for this Special Study Area will be strongly influenced by the specific character of each of the Special Study Areas through which the Artery passes.

SECTION 27D-19. **Regulations.** The Boston Redevelopment Authority may promulgate regulations to administer this article; provided, such regulations shall become effective only upon adoption by the Zoning Commission.

SECTION 27D-20. **Severability.** The provisions of this article are severable, and if any such provision or provisions shall be held invalid by any decision of any court of competent jurisdiction, such decisions shall not impair or otherwise affect any other provisions of this article.

## APPENDIX B TO ARTICLE 27D

### **DOWNTOWN INTERIM PLANNING OVERLAY DISTRICT AND SUBDISTRICTS**

The Downtown Interim Planning Overlay District shall consist of the area bounded as follows: from the northwest corner of Charlesgate East and Storrow Memorial Drive easterly along the centerline of Storrow Memorial Drive until Massachusetts Avenue; northerly along the centerline of the Harvard Bridge until the City of Boston boundary line; easterly along the City of Boston boundary line until the Metropolitan District Commission dam; continuing easterly along the City of Boston boundary line along a straight line until the centerpoint of the North Washington Street Bridge; southerly along the centerline of the North Washington Street Bridge until the south seawall; westerly along the seawall for approximately 580 feet; south approximately 80 feet to the line of the existing exterior building wall; east along said line to the centerline of the North Washington Street Bridge; southerly along the centerline of the North Washington Street Bridge and North Washington Street until Blackstone Street; southeasterly along the centerline of Blackstone Street until North Street; easterly along the centerline of North Street until the Fitzgerald Expressway; southerly along the centerline of the Fitzgerald Expressway until the intersection of Atlantic Avenue and Northern Avenue; southeasterly along the centerline of Northern Avenue until the western pierhead and bulkhead line of Fort Point Channel; southwesterly along the western pierhead and bulkhead line of Fort Point Channel and the South Bay until the Broadway Bridge; northwesterly along the centerline of the Broadway Bridge until the centerline of Herald Street; northwesterly along the centerline of Herald Street until the intersection of Herald Street and Tremont Street; westerly along the southern boundary of the railroad right-of-way until the centerline of Columbus Avenue; westerly along the southern boundary of the railroad right-of-way and along the southern boundary of Back Bay Station until Dartmouth Street; northerly along the centerline of Dartmouth Street for a distance of 25 feet; southwesterly along the southern lot line of Copley Place and along the MBTA/Amtrak right-of-way; southwesterly along the centerline of the MBTA/Amtrak right-of-way until a point 100 feet west of Massachusetts Avenue; northwesterly along a parallel route 100 feet west of Massachusetts Avenue until St. Stephen Street; northeasterly along the centerline of St. Stephen Street until Massachusetts Avenue; westerly along the centerline of Westland Avenue until Edgerly Road; northerly along the centerline of Edgerly Road until Haviland Street; westerly along the centerline of Haviland Street until Hemenway Street; northerly along the centerline of Hemenway Street and across Boylston Street to Ipswich Street; northerly in a straight line along the eastern side of Ipswich Street and an extension thereof across the Massachusetts Turnpike Extension to Newbury Street; northwesterly along the centerline of Newbury Street until Charlesgate East; and northeasterly along the centerline of Charlesgate East until Storrow Memorial

## APPENDIX B TO ARTICLE 27D (continued)

Drive; provided that, the following area shall be excluded from the Downtown Interim

Planning Overlay District:

From the northwesterly corner of St. James Avenue and Arlington Street, northerly along the centerline of Arlington Street to Public Alley No. 438; westerly along Public Alley No. 438 and an extension thereof through the property between Clarendon and Berkeley Streets to Public Alley No. 439; westerly along Public Alley Nos. 439, 440, 441, 442, 443, and 444 to Massachusetts Avenue; southerly along the centerline of Massachusetts Avenue to Belvidere Street; southeasterly along the centerline of Belvidere Street to St. Cecilia Street; northeasterly along the centerline of St. Cecilia Street to Scotia Street; southeasterly along the centerline of Scotia Street to the centerline of Dalton Street; northerly along Dalton Street to a point and along a parallel route 120 feet south of the southerly sideline of Boylston Street to Exeter Street; southerly along Exeter Street to Huntington Avenue, northeasterly along the centerline of Huntington Avenue to St. James Avenue; and easterly along St. James Avenue to Arlington Street.

The Downtown Interim Planning Overlay District shall have seventeen (17) subdistricts labeled A through Q and bounded as follows:

### Subdistrict A

Subdistrict A shall have the following boundaries: from the northwest corner of the intersection of Arlington Street and Piedmont Street easterly along the centerline of Piedmont Street until Church Street; northerly along the centerline of Church Street to Shawmut Street; easterly along the centerline of Shawmut Street and continuing along a straight line until Charles Street South; southerly along the centerline of Charles Street South until Tremont Street; southwestly along the centerline of Tremont Street until the northern border of the Massachusetts Turnpike; westerly along the northern border of the Massachusetts Turnpike to a point 150 feet east of Berkeley Street; northerly along a parallel route 150 feet east of Berkeley Street until Isabella Street; easterly along the centerline of Isabella Street until the private alley that runs along a parallel route 100 feet south of Columbus Avenue; northeasterly along the center of the private alley that runs a parallel route 100 feet south of Columbus Avenue until the intersection of Arlington Street and Piedmont Street.

## APPENDIX B TO ARTICLE 27D (continued)

### Subdistrict B

Subdistrict B shall have the following boundaries: from the northwest corner of Charlesgate East and Storrow Memorial Drive easterly along the centerline of Storrow Memorial Drive until the Arlington Street exit of Storrow Memorial Drive; southerly along the Arlington Street exit of Storrow Memorial Drive until the intersection of the Arlington Street exit of Storrow Memorial Drive and Beacon Street; easterly along Beacon Street until Arlington Street; southerly along the centerline of Arlington Street until Public Alley No. 438; westerly along the centerline of Public Alley No. 438 and an extension thereof through the property between Clarendon and Berkeley Streets to Public Alley No. 439; westerly along the centerline of Public Alley Nos. 439, 440, 441, 442, 443 and 444 to Massachusetts Avenue; northerly along the centerline of Massachusetts Avenue until Newbury Street; westerly along the centerline of Newbury Street until Charlesgate East; and northerly along the centerline of Charlesgate East along a straight line until Storrow Memorial Drive.

### Subdistrict C

Subdistrict C shall have the following boundaries: from the northwest corner of Union Street and Hanover Street easterly along the centerline of Hanover Street until Blackstone Street; southeasterly along the centerline of Blackstone Street until North Street; northeasterly along the centerline of North Street until the Fitzgerald Expressway; southeasterly along the centerline of the Fitzgerald Expressway to India Street; northwesterly along the centerline of India Street to State Street; westerly along the centerline of State Street to Chatham Row; northerly along the centerline of Chatham Row to Chatham Street; westerly along the centerline of Chatham Street to the eastern lot line of 60 State Street; northerly along a straight line to the intersection of North Street and Union Street; and northerly along Union Street to Hanover Street.

### Subdistrict D

Subdistrict D shall have the following boundaries: from the northeast corner of Public Alley No. 821 and Public Alley No. 820 northeasterly along a parallel route 100 feet north of St. Botolph Street along the centerline of Public Alleys No. 404, No. 403, No. 402 and No. 401 until Harcourt Street; southeasterly along the centerline of Harcourt Street until the MBTA/Amtrak right-of-way; southwestward along the centerline of the MBTA/Amtrak right-of-way in a straight line to a point 100 feet west of Massachusetts Avenue; and northwesterly along a parallel route 100 feet west of Massachusetts Avenue along the centerline of Public Alleys No. 823 and No. 820 until the intersection of Public Alley No. 820 and Public Alley No. 821.

## APPENDIX B TO ARTICLE 27D (continued)

### Subdistrict E

Subdistrict E has the following boundaries: from the northwest corner of St. Cecilia Street and Scotia Street southeasterly along the centerline of Scotia Street until Dalton Street; southerly along the centerline of Dalton Street until Belvidere Street; southeasterly along the centerline of Belvidere Street until the intersection of Ring Road and Belvidere Street; southwesterly along the private alley that is 275 feet north of the northern side of Huntington Avenue until a point that is 75 feet east of Massachusetts Avenue; northerly along a parallel route 75 feet east of Massachusetts Avenue until Clearway Street; northwesterly along the centerline of Clearway Street and continuing along a straight line until Edgerly Road; northerly along the centerline of Edgerly Road until Haviland Street; westerly along the centerline of Haviland Street until Hemenway Street; northerly along the centerline of Hemenway Street until Boylston Street; easterly along the centerline of Boylston Street until Massachusetts Avenue; southerly along the centerline of Massachusetts Avenue until Belvidere Street; southeasterly along the centerline of Belvidere Street until St. Cecilia Street; and northerly along the centerline of St. Cecilia Street until Scotia Street.

### Subdistrict F

Subdistrict F shall have the following boundaries: from the intersection of the Arlington Street exit of Storrow Memorial Drive and Embankment Road northeasterly along the centerline of Embankment Road until the elevated MBTA railroad right-of-way; northerly along the MBTA right-of-way until the centerline of the westbound lane of Embankment Road; easterly along the centerline of said lane and the centerline of the westbound lane of Charles Street until the intersection of the extension of the centerline of Blossom Street; southerly along the extension of the centerline of Blossom Street until the intersection of Blossom Street and Charles Street; westerly along the centerline of the eastbound lane of Charles Street until a point 100 feet east of Cambridge Street; easterly along a parallel route 100 feet east of Cambridge Street until New Chardon Street; southerly along the centerline of New Chardon Street until Bowdoin Street; southerly along the centerline of Bowdoin Street until Beacon Street; westerly along the centerline of Beacon Street until the Arlington Street exit of Storrow Memorial Drive; northerly along the centerline of the Arlington Street exit of Storrow Memorial Drive until the intersection of the Arlington Street exit of Storrow Memorial Drive and Embankment Road.



## APPENDIX B TO ARTICLE 27D (continued)

### Subdistrict G

Subdistrict G shall have the following boundaries: from the intersection of Warrenton Street and Stuart Street southerly along the centerline of Warrenton Street until Warrenton Place; southerly along a line extending from the centerline of Warrenton Street until Tremont Street; westerly along the centerline of Tremont Street until Charles Street South; northerly along the centerline of Charles Street South until an extension of the centerline of Shawmut Street; westerly along the extension of the centerline of Shawmut Street until Church Street; southerly along the centerline of Church Street until Piedmont Street; westerly along the centerline of Piedmont Street until Arlington Street; southwestwardly along the private alley that runs along a parallel route 100 feet south of Columbus Avenue until the centerline of Isabella Street; westerly along the centerline of Isabella Street until a point 150 feet east of Berkeley Street; southerly along a parallel route 150 feet east of Berkeley Street until the northern border of the Massachusetts Turnpike; westerly along the northern border of the Massachusetts Turnpike until the centerline of Berkeley Street; northerly along the centerline of Berkeley Street until the centerline of Columbus Avenue; northeasterly along the centerline of Columbus Avenue until the centerline of Stuart Street; easterly along the centerline of Stuart Street until the point of beginning.

### Subdistrict H

Subdistrict H shall have the following boundaries: from the northwest corner of Berkeley Street and Stuart Street easterly along the centerline of Stuart Street until Arlington Street; southwestwardly along the centerline of Columbus Avenue until Berkeley Street; southerly along the centerline of Berkeley Street until the northern border of the Massachusetts Turnpike; easterly along the northern border of the Massachusetts Turnpike until Tremont Street; northeasterly along Tremont Street and continuing along the centerline of Oak Street West until Washington Street; northerly along the centerline of Washington Street until a point 400 feet north of Oak Street West; westerly for a distance of 200 feet parallel to Oak Street West; northerly along a route 200 feet west of the centerline of Washington Street until Kneeland Street; easterly along the centerline of Kneeland Street until the alley 200 feet east of Washington Street; northerly along the alley 200 feet east of Washington Street until a point that is 100 feet north of Beach Street and 150 feet east of Washington Street; easterly along a route that is parallel to Beach Street 100 feet north of Beach Street until a point that is 50 feet west of Harrison Avenue; northerly along a route that is parallel to Harrison Avenue 50 feet west of Harrison Avenue until a point that is 150 feet south of Essex Street; easterly along a parallel route 150 feet south of Essex Street until Harrison Avenue; northerly along the centerline of Harrison Avenue until Essex Street; easterly along the centerline of Essex Street until

Atlantic Avenue; southerly along the centerline of Atlantic Avenue until Kneeland Street; westerly along the centerline of Kneeland Street until Hudson Street; southerly along the centerline of Hudson Street until Harrison Avenue; southerly along Harrison Avenue until Herald Street; westerly along the centerline of Herald Street until the intersection of Chandler Street and Arlington Street; westerly along the southern border of the railroad right-of-way until the centerline of Columbus Avenue; westerly along a straight line for a distance of 100 feet to a point along the centerline of Clarendon Street and 300 feet south of the centerline of Stanhope Street; northerly along the centerline of Clarendon Street to Stanhope Street; easterly along the centerline of Stanhope Street until Berkeley Street; and northerly along the centerline of Berkeley Street until Stuart Street.

#### Subdistrict I

Subdistrict I shall have the following boundaries: from the northwest corner of Staniford Street and Causeway Street northeasterly along the centerline of Causeway Street until the intersection of North Washington Street and Commercial Street; southerly along the centerline of North Washington Street until the intersection of Blackstone Street and New Chardon Street; westerly along the centerline of New Chardon Street until Merrimac Street; northwesterly along the centerline of Merrimac Street until Staniford Street; and northerly along the centerline of Staniford Street until Causeway Street.

#### Subdistrict J

Subdistrict J shall have the following boundaries: from the northwest corner of Boylston Street and Hemenway Street northerly in a straight line along the eastern side of Ipswich Street and continuing in a straight line across the Massachusetts Turnpike Extension to Newbury Street; southeasterly along the centerline of Newbury Street until Massachusetts Avenue; southerly along the centerline of Massachusetts Avenue until Boylston Street; westerly along the centerline of Boylston Street until Hemenway Street.

#### Subdistrict K

Subdistrict K shall have the following boundaries: from the corner of Stuart Street and Arlington Street westerly along the centerline of Stuart Street until Berkeley Street; southerly along the centerline of Berkeley Street until Stanhope Street; southwesterly along the centerline of Stanhope Street until Clarendon Street; southerly along the centerline of Clarendon Street for a distance of 300 feet; westerly along the southern border of Back Bay Station until Dartmouth Street; northerly along the centerline of Dartmouth Street for a distance of 25 feet; southwesterly along the southern lot line of Copley Place and along the centerline of the MBTA/Amtrak right-of-way until Harcourt Street; northwesterly

## APPENDIX B TO ARTICLE 27D (continued)

along the centerline of Harcourt Street until Public Alley No. 401; southwesterly along the centerline of Public Alleys No. 401, No. 402, No. 403, No. 404 and along a straight line across Massachusetts Avenue for a distance of 100 feet west of Massachusetts Avenue until Public Alley No. 820; northwesterly along the centerline of Public Alley No. 820 along a parallel route 100 feet west of Massachusetts Avenue until St. Stephen Street; northeasterly along the centerline of St. Stephen Street until Massachusetts Avenue; westerly along the centerline of Westland Avenue until Edgerly Road; northerly along the centerline of Edgerly Road until Norway Street and continuing along Edgerly Road for a distance of 150 feet north of Norway Street; southeasterly along a straight line until Clearway Street; southeasterly along the centerline of Clearway Street to a point 75 feet east of Massachusetts Avenue; southerly along a parallel route 75 feet east of Massachusetts Avenue until the eastern extension of St. Stephen Street; easterly along a parallel route 275 feet north of Huntington Avenue until Belvidere Street; northwesterly along the centerline of Belvidere Street until Dalton Street; northerly along the centerline of Dalton Street until a point 120 feet south of Boylston Street; easterly along a parallel route 120 feet south of Boylston Street until Exeter Street; southerly along Exeter Street until Huntington Avenue; northeasterly along the centerline of Huntington Avenue until St. James Avenue; and easterly along the centerline of St. James Avenue until Arlington Street; southerly along Arlington Street until Stuart Street.

### Subdistrict L

Subdistrict L shall have the following boundaries: from the intersection of Milk Street and Washington Street northerly until School Street; westerly along the central line of School Street until Tremont Street; southerly along the central line of Tremont Street until Boylston Street; westerly along the central line of Boylston Street until Arlington Street; southerly along the central line of Arlington Street until Stuart Street; easterly along the central line of Stuart Street until Warrenton Street; southerly along the central line of Warrenton Street until Warrenton Place; southerly along an extension of the centerline of Warrenton Street until Tremont Street; easterly along the central line of Tremont Street and continuing along the central line of Oak Street west until Washington Street; northerly along the centerline of Washington Street until a point 400 feet north of Oak Street west; westerly for a distance of 200 feet parallel to Oak Street west; northerly along a route 200 feet west of the centerline of Washington Street until Kneeland Street; easterly along the central line of Kneeland Street until the alley 200 feet east of Washington Street; northerly along the alley 200 feet east of Washington Street until a point that is 100 feet north of Beach Street and 150 feet east of Washington Street; easterly along a route that is parallel to Beach Street 100 feet north of Beach Street until a point that is 50 feet west of Harrison Avenue; northerly along a route that is parallel to Harrison Avenue 50 feet west of

## APPENDIX B TO ARTICLE 27D (continued)

Harrison Avenue until a point that is 150 feet south of Essex Street; easterly along a parallel route 150 feet south of Essex Street until Harrison Avenue; northerly along the central line of Harrison Avenue until Essex Street; easterly along the central line of Essex Street until Chauncy Street; northeasterly along the centerline of Chauncy Street until Bedford Street; southeasterly along the centerline of Bedford Street until a point 125 feet south of Chauncy Street; northeasterly along a parallel route 125 feet south of Chauncy Street until Summer Street; northwesterly along the central line of Summer Street until Hawley Street; northeasterly along the central line of Hawley Street until Milk Street; westerly along the central line of Milk Street until Washington Street.

### Subdistrict M

Subdistrict M shall have the following boundaries: from the corner of Tremont Street and Park Street northerly along the centerline of Park Street until Beacon Street; easterly along the centerline of Beacon Street until Bowdoin Street; northerly along the centerline of Bowdoin Street and along the centerline of New Chardon Street until a point 100 feet north of Cambridge Street; westerly along a parallel route 100 feet north of Cambridge Street until Charles Street; easterly along the centerline of the eastbound lane of Charles Street until Blossom Street; northerly along an extension of the centerline of Blossom Street to the centerline of Charles Street; northeasterly along the centerline of Charles Street until Martha Road; easterly along the centerline of Martha Road until Lomasney Way; southeasterly along the centerline of Lomasney Way until Merrimac Street; southeasterly along the centerline of Merrimac Street until New Chardon Street; easterly along the centerline of New Chardon Street until Blackstone Street; southeasterly along the centerline of Blackstone Street until Hanover Street; southwesterly along the centerline of Hanover Street until Union Street; southerly along the centerline of Union Street until North Street; southerly along a straight line from the intersection of Union Street and North Street until the eastern lot line of 60 State Street and Chatham Street; easterly along the centerline of Chatham Street until Chatham Row; southerly along Chatham Row until the centerline of State Street; easterly along State Street until India Street; southeasterly along the centerline of India Street until the centerline of the Fitzgerald Expressway; southerly along the centerline of the Fitzgerald Expressway until the intersection of Atlantic Avenue and Northern Avenue; southeasterly along the centerline of Northern Avenue until the western pierhead and bulkhead line of Forth Point Channel; southwesterly along the western pierhead and bulkhead line of Fort Point Channel until the Broadway Bridge; northwesterly along the centerline of the Broadway Bridge until the centerline of Herald Street; northwesterly along the centerline of Herald Street until Harrison Avenue; generally northerly along the centerline of Harrison Avenue until Hudson Street; northerly along the centerline of Hudson Street until Kneeland Street; easterly along the centerline of Kneeland Street for a distance of 550 feet;

## APPENDIX B TO ARTICLE 27D (continued)

southerly for 600 feet in a line parallel to the centerline of Hudson Street; easterly for a distance of 700 feet in a line parallel to the centerline of Kneeland Street until the eastern border of the railroad tracks right-of-way; northerly along the eastern border of the railroad tracks right-of-way until the southern lot line of the Stone and Webster Building; westerly along the southern lot line of the Stone and Webster Building until the easternmost boundary of South Station; northeasterly along the lot line of South Station until Summer Street; westerly along the centerline of Summer Street until the terminus of High Street; westerly along the centerline of Bedford Street until 100 feet east of Chauncy Street; northerly along a parallel line 100 feet east of Chauncy Street until Summer Street; westerly along the centerline of Summer Street until Hawley Street; northeasterly along the centerline of Hawley Street until Milk Street; westerly along Milk Street until Washington Street; northerly until School Street; westerly along the centerline of School Street until Tremont Street; southwesterly along the centerline of Tremont Street until Park Street.

### Subdistrict N

Subdistrict N shall have the following boundaries: from the intersection of the North Washington Street Bridge and Causeway Street southwesterly along Causeway Street until the intersection of Staniford Street and Causeway Street; northwesterly along the centerline of Lomasney Way until Martha Road; westerly along the centerline of Martha Road until Charles Street; northeasterly from this point and along a straight line from the centerline of Charles Street until the centerline of the MBTA railroad right-of-way; westerly along the centerline of the MBTA right-of-way until an intersection with the water's edge of the Charles River; following the water's edge in a generally northerly direction until an intersection with the seawall; then following the seawall until the North-South Fitzgerald Expressway; southeasterly along the North-South Fitzgerald Expressway until a point 580 feet west of the intersection of the seawall and the North Washington Street Bridge and continuing southeasterly for a distance of 80 feet to the line of the existing exterior building wall; east along said line to the centerline of the North Washington Street Bridge; southerly along the centerline of the North Washington Street Bridge to Causeway Street.

### Subdistrict O

Subdistrict O shall have the following boundaries: from the northwest corner of Kneeland Street and Atlantic Avenue northerly along Atlantic Avenue until Essex Street; westerly along the centerline of Essex Street until Chauncy Street; northerly along the centerline of Chauncy Street until Bedford Street; easterly along the centerline of Bedford Street until Summer Street; easterly along the centerline of Summer Street until the easternmost boundary of South Station; southerly along the eastern lot line of South Station for a distance of 275 feet;

## APPENDIX B TO ARTICLE 27D (continued)

easterly in a straight line along the southern side of the Stone and Webster Building until the easternmost boundary of the railroad right-of-way; southward along the easternmost boundary of the railroad right-of-way for a distance of 1,400 feet; westerly for 700 feet in a line parallel to Kneeland Street; northerly along a parallel route 550 feet east of Hudson Street until Kneeland Street; and easterly along the centerline of Kneeland Street until Atlantic Avenue.

### Subdistrict P

Subdistrict P shall have the following boundaries: from the intersection of Arlington Street and Beacon Street easterly along the centerline of Beacon Street until Park Street; southeasterly along the centerline of Park Street until Tremont Street; southwesterly along the centerline of Tremont Street until Boylston Street; westerly along the centerline of Boylston Street until Arlington Street; and northerly along the centerline of Arlington Street until Beacon Street.

### Subdistrict Q

Subdistrict Q shall have the following boundaries: from the intersection of Massachusetts Avenue and Storrow Memorial Drive northerly along the centerline of the Harvard Bridge until the City of Boston boundary line; easterly along the City of Boston boundary line until the southwestern lot line of the so-called Boston Museum of Science property; southeasterly along the perimeter of said property and continuing along the perimeter of said property until the intersection of the City of Boston boundary line and the northeastern lot of said property; easterly along the City of Boston boundary line along a straight line until the seawall; southerly and easterly along the seawall until the intersection of the City of Boston boundary line; then easterly along the City of Boston boundary line until the centerline of the North Washington Street Bridge; southerly along the centerline of the North Washington Street Bridge until the intersection of the bridge and the south seawall; westerly along the seawall for approximately 580 feet to the centerline of the North-South Fitzgerald Expressway; northwesterly along the centerline of the North-South Fitzgerald Expressway until the seawall; westerly along the seawall until the intersection of the seawall and the water's edge of the Charles River; westerly and southwesterly along the water's edge until the MBTA railroad right-of-way; southeasterly along the MBTA railroad right-of-way until an extension of the centerline of Charles Street; southeasterly along the extension of the centerline of Charles Street and along the centerline of Charles Street until an extension of the centerline of Blossom Street; northerly along the extension of the centerline of Blossom Street until the centerline of the westbound lane of Charles Street; westerly along the centerline of the westbound land of Charles Street and Embankment until the MBTA right-of-way; southerly along the MBTA right-of-way until the centerline of Embankment Road; southwesterly along the centerline of Embankment Road until Storrow Memorial

Drive; and westerly along the centerline of Storrow Memorial Drive until the centerline of Massachusetts Avenue.

## APPENDIX D TO ARTICLE 27D

### **DOWNTOWN INTERIM PLANNING OVERLAY DISTRICT AREA IN WHICH A PLANNED DEVELOPMENT AREA MAY BE PERMITTED**

The boundaries in which a Planned Development Area may be permitted in the Financial District shall be: From the northwest corner of State Street and Devonshire Street easterly along State Street until a point 50 feet east of Kilby Street; southerly along a parallel route 50 feet east of Kilby Street until a point on Water Street 50 feet east of Batterymarch Street; westerly on Water Street until Batterymarch Street; southeasterly along Batterymarch Street until High Street; easterly along High Street until Purchase Street; southerly and southwesterly along Purchase Street until Summer Street; northwesterly along Summer Street until Devonshire Street; northerly along Devonshire Street until the northwest corner of Devonshire and State Street.



## APPENDIX F TO ARTICLE 27D

### **DOWNTOWN INTERIM PLANNING OVERLAY DISTRICT HOUSING PRIORITY AREAS**

1. Leather District Housing Priority Area: From the intersection of Kneeland Street and the Fitzgerald Expressway easterly along the centerline of Kneeland Street until the centerline of Atlantic Avenue; northerly along the centerline of Atlantic Avenue until the centerline of Essex Street; westerly along the centerline of Essex Street until the Fitzgerald Expressway; southerly along the Fitzgerald Expressway until the point of beginning.
2. Chinatown Business District Housing Priority Area: From the intersection of Essex Street and the Fitzgerald Expressway southwesterly along the centerline of the Fitzgerald Expressway until Beach Street; northwesterly along the centerline of Beach Street until Hudson Street; southwesterly along the centerline of Hudson Street until Kneeland Street; westerly along the centerline of Kneeland Street until Knapp Street; northwesterly along the centerline of Knapp Street until Beach Street; northerly along a parallel route 100 feet west of Washington Street until a point 200 feet south of the Essex Street streetline; easterly along a route 200 feet south of the Essex Street streetline until Harrison Avenue; northerly along Harrison Avenue until the centerline of Essex Street; northeasterly along the centerline of Essex Street until the Fitzgerald Expressway.
3. Chinatown-Bay Village Housing Priority Area: From the intersection of Hudson and Kneeland Street southerly along the Surface Artery until Albany Street; southerly along Albany Street until the centerline of Herald Street; northwesterly along the centerline of Herald Street until the intersection of Herald Street and Tremont Street; from the intersection of Herald Street and Tremont Street westerly along the southern edge of the Amtrak/Massachusetts Bay Transportation Authority commuter rail right-of-way until the centerline of Cazenove Street; northerly along the centerline of Cazenove Street until Columbus Avenue; northerly along the centerline of Columbus Avenue until Stuart Street; easterly along the centerline of Stuart Street until Kneeland Street; easterly along the centerline of Kneeland Street until the point of beginning.

## APPENDIX H TO ARTICLE 27D

### **DOWNTOWN INTERIM PLANNING OVERLAY DISTRICT SPECIAL STUDY AREAS**

Within the Downtown IPOD Study Area, eleven (11) Special Study Areas shall be established. The approximate boundaries of each Special Study Area are as follows.

1. **Huntington Avenue/Prudential Center.** From the intersection of Boylston Street and Dalton Street easterly along the centerline of Boylston Street until the intersection of Boylston Street and Exeter Street; southerly along the centerline of Exeter Street until the intersection of Exeter Street and Huntington Avenue; northeasterly along the centerline of Huntington Avenue until the centerline of Dartmouth Street; northerly along the centerline of Dartmouth Street until the centerline of Stuart Street; northwesterly along the centerline of Stuart Street for a distance of approximately 400 feet until an extension of the centerline of Public Alley #401; westerly along the centerline of Public Alley #401, Public Alley #402, Public Alley #403, and Public Alley #404, southerly along the centerline of Public Alley #820 and until the intersection of Public Alley #820 and St. Botolph Street; westerly along the centerline of St. Botolph Street until the centerline of Massachusetts Avenue; northerly along the centerline of Massachusetts Avenue until the centerline of Huntington Avenue; easterly along the centerline of Huntington Avenue until the intersection of Huntington Avenue and Belvidere Street; northerly thence northwesterly along the centerline of Belvidere Street until the centerline of Dalton Street; northerly along the centerline of Dalton Street until the centerline of Boylston Street at the intersection of Dalton Street and Boylston Street.
2. **Midtown/Cultural District:** From the intersection of Boylston Street and Arlington Street southeasterly along the centerline of Boylston Street until the centerline of Tremont Street; northerly along the centerline of Tremont Street until the intersection of Tremont Street and School Street; southeasterly along School Street until the centerline of Washington Street; southwesterly along the centerline of Washington Street until the intersection of Washington Street and Milk Street; southeasterly along Milk Street until the northeast extension of the centerline of Hawley Street; southwesterly along the extension of the centerline of Hawley Street and the centerline of Hawley Street until the intersection of Hawley Street and Summer Street; southerly along Summer Street for approximately 350 feet; westerly in a straight line for approximately 500 feet until the centerline of Bedford Street; southeasterly along the centerline of Bedford Street until the intersection of Bedford, Summer, High and South Streets; westerly in a straight line for approximately 458 feet until the intersection of Essex Street

## APPENDIX H TO ARTICLE 27D (continued)

and Lincoln Street; northwesterly along the centerline of Essex Street until the intersection of Essex Street and Chauncy Street; southerly for approximately 175 feet along the centerline of Harrison Avenue; westerly for a distance of approximately 237.5 feet; southerly for a distance of 450 feet; westerly along the centerline of Kneeland Avenue for a distance of approximately 560 feet; southwesterly approximately 600 feet to the southeasterly corner of the Tufts N.E.M.C. Parking Garage; southerly approximately 175 feet to the centerline of Washington Street; westerly along the centerline of Washington Street until the intersection of Washington Street and Oak Street; northwesterly along Oak Street and Tremont Street until the intersection of Tremont Street and Charles Street South; northeasterly along the centerline of Charles Street until the intersection of Charles Street South and Stuart Street; westerly along the centerline of Stuart Street until the intersection of Columbus Avenue, Stuart Street and Arlington Street; northerly along the centerline of Arlington Street until the intersection of Arlington Street and Boylston Street.

3. Financial District. From the intersection of Tremont Street and School Street easterly along the centerline of Tremont Street until the intersection of Tremont Street and Court Street; southeasterly along the centerline of Court Street until the intersection of Court Street and Washington Street; southerly along the centerline of Washington Street for a distance of approximately 700 feet; easterly in a straight line for a distance of approximately 600 feet until the intersection of Kilby Street and State Street; southerly along Kilby Street until Liberty Square; southeasterly across Liberty Square and to the centerline of Batterymarch Street; southeasterly until the intersection of Batterymarch Street and High Street; easterly until the centerline of the Central Artery; southerly until the centerline of Northern Avenue; southeasterly along the centerline of Northern Avenue until the Pierhead line; southwesterly along the Pierhead line, until a point 225 feet past the centerline of Summer Street; northwesterly until the southeastern boundary of South Station; northeasterly until the centerline of Summer Street; northwesterly along the centerline of Summer Street until the intersection of Summer Street, High Street and Bedford Street; northwesterly along the centerline of Bedford Street until a point 100 feet southeast of the centerline of Chauncy Street; northeasterly along a parallel 100 feet southeast of Chauncy Street until the centerline of Summer Street; northwesterly along the centerline of Summer Street until the intersection of Summer Street and Hawley Street; northeasterly along the centerline of Hawley Street until the corner of Hawley and Milk Streets; northwesterly along the centerline of Milk Street until the intersection of Milk Street and Washington Street; northeasterly along the centerline of Washington Street until the intersection of Washington Street and School Street; westerly

## APPENDIX H TO ARTICLE 27D (continued)

along the centerline of School Street until the intersection of School and Tremont Street; however, excluding any area described in Special Study Area #11.

4. Government Center/Markets. From the intersection of Beacon Street and Tremont Street northwesterly and westerly along the centerline of Beacon Street until the intersection of Beacon Street and Bowdoin Street; northerly along the centerline of Bowdoin Street until the intersection of Bowdoin Street and Cambridge Street; westerly along the centerline of Cambridge Street until the intersection of Cambridge Street and Staniford Street; northerly along the centerline of Staniford Street until the intersection of Staniford Street and Merrimac Street; southeasterly along the centerline of Merrimac Street until the intersection of Merrimac Street and New Chardon Street; easterly along the centerline of New Chardon Street until the centerline of the Fitzgerald Expressway; southerly along the Fitzgerald Expressway until the centerline of High Street; westerly along the centerline of High Street until the centerline of High Street and Batterymarch Street; northwesterly along the centerline of Batterymarch Street until Liberty Square; northerly across Liberty Square to the centerline of Kilby Street; northerly along Kilby Street until the intersection of Kilby Street and State Street; westerly for a distance of approximately 600 feet until the centerline of Washington Street; northerly along the centerline of Washington Street until the intersection of Washington Street and Court Street; westerly along the centerline of Court Street until the intersection of Court Street and Tremont Street; southwesterly along the centerline of Tremont Street until the intersection of Tremont Street and Beacon Street; however, excluding any area described in Special Study Area #11.
5. North Station: From the intersection of Lomasney Way and Causeway Street northerly along the centerline of Lomasney Way until the intersection of Lomasney Way and Martha Road; northwesterly along the centerline of Martha Road until the intersection of Martha Road and Charles Street; easterly along an extension of the centerline of Charles Street until an extension of the centerline of the MDC Dam; northwesterly along the centerline of the MDC Dam until the City of Boston boundary line; easterly along the boundary line until the centerline of the North Washington Street Bridge; southerly along the centerline of the North Washington Street Bridge and Washington Street until the intersection of Washington Street and Causeway Street; southwesterly along the centerline of Causeway Street until the intersection of Causeway Street and Lomasney Way; however, excluding any area described in Special Study Area #11.

## APPENDIX H TO ARTICLE 27D (continued)

6. Cambridge Street: From the intersection of Cambridge Street and Staniford Street northerly along the centerline of Staniford Street for a distance of approximately 212 feet; northwesterly 2,100 feet until the centerline of the northeastern ramp at George Washington Circle; southeasterly 725 feet; southwesterly 2,500 feet until the centerline of Temple Street; northerly along the centerline of Temple Street until the intersection of Staniford Street and Cambridge Street.
7. Chinatown. From the intersection of Tremont Street and Oak Street West southeasterly along the centerline of Oak Street until the intersection of Oak Street and Washington Street; northerly 375 feet along the centerline of Washington Street; northwesterly until the southeastern boundary of the Tufts N.E.M.C. Parking Garage for a distance of approximately 175 feet; northerly 565 feet until the centerline of Kneeland Street; southeasterly along Kneeland Street for a distance of approximately 600 feet; northerly 450 feet; easterly until the centerline of Harrison Avenue; northerly along the centerline of Harrison Avenue until the intersection of Essex Street and Chauncy Street; easterly along the centerline of Essex Street until the intersection of Essex Street and Lincoln Street; southwesterly along the centerline of Surface Road and the Fitzgerald Expressway until the intersection of Surface Road, the Fitzgerald Expressway and Kneeland Street; westerly along the centerline of Kneeland Street until the centerline of Hudson Street; southerly along Hudson Street until the centerline of Marginal Road; northerly along the centerline of Shawmut Avenue until the intersection of Shawmut Avenue, Oak Street West, and Tremont Street.
8. Bulfinch Triangle: From the intersection of Lomasney Way and Causeway Street northeasterly along the centerline of Causeway Street until the intersection of Causeway Street and Washington Street; southwesterly along the centerline of Washington Street until the intersection of Blackstone Street and New Chardon Street; southwesterly along the centerline of New Chardon Street until the intersection of New Chardon Street and Merrimac Street; northwesterly along the centerline of Merrimac Street until the intersection of Merrimac Street and Staniford Street; northwesterly along the centerline of Staniford Street until the intersection of Lomasney Way and Causeway Street; however, excluding any area described in Special Study Area #11.
9. Leather District: From the intersection of Essex Street and Lincoln Street easterly along the centerline of Essex Street until the centerline of Atlantic Avenue; southwesterly along the centerline of Atlantic Avenue until the intersection of Atlantic Avenue and Kneeland Street; northwesterly along the centerline of Kneeland Street until the intersection of Kneeland Street and Hudson Street; northeasterly along the centerline of Hudson Street

## APPENDIX H TO ARTICLE 27D (continued)

until the intersection of Hudson Street and Beach Street; southwesterly along the centerline of Beach Street until the intersection of Beach Street and Surface Road; northeasterly along the centerline of Surface Road until the intersection of Lincoln Street and Essex Street.

10. South Station: From the intersection of Essex Street and Lincoln Street northeasterly 475 feet until the intersection of High Street and Summer Streets; easterly along the centerline of Summer Street for approximately 875 feet until an extension of the southeastern property line of South Station; southwesterly 325 feet along said extension and said property line; southeasterly 150 feet until a point 50 feet west of the Amtrak railroad right-of-way; southwesterly 1,300 feet; northwesterly 750 feet; northeasterly until the centerline of Kneeland Street; southeasterly along the centerline of Kneeland Street until the intersection of Kneeland Street and Atlantic Avenue; northeasterly along the centerline of Atlantic Avenue until the centerline of Essex Street; westerly along Essex Street until the intersection of Lincoln Street and Essex Street.
11. Central Artery: From the intersection of Congress Street and Purchase Street easterly along Purchase Street until the intersection of Purchase Street and Oliver Street; northerly along the western edge of the Central Artery right-of-way until the intersection of the Central Artery right-of-way and State Street; northwesterly along the western edge of Central Artery right-of-way and the North-South Fitzgerald Expressway, until the intersection of the East-West Fitzgerald Expressway; easterly for 200 feet across the North-South Fitzgerald Expressway to the eastern edge of the right-of-way; southeasterly along the eastern edge of the Fitzgerald Expressway right-of-way until the intersection of the Fitzgerald Expressway, State Street, and Atlantic Avenue; southerly along the eastern edge of the Central Artery right-of-way until the intersection of Atlantic Avenue, Northern Avenue and the U.S. Customs Building; southwesterly along Atlantic Avenue until the intersection of Atlantic Avenue and Congress Street; northwesterly along the centerline of Congress Street until the intersection of Congress Street and Purchase Street.